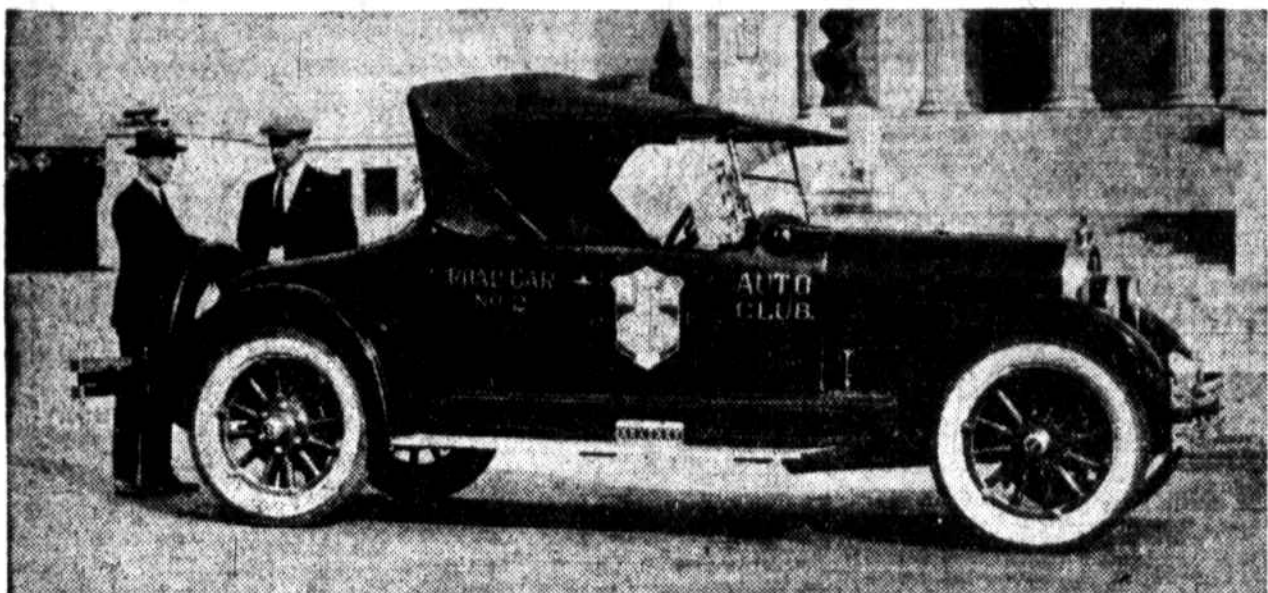


BUICK PATHFINDER FOR N. M. A.



Don B. Scott and George E. Young, pathfinders for the National Motorists' Association, drive a sturdy new Buick in their logging of a new route to Florida and return.

UNIFORM MOTOR LAW WANTED IN CALIFORNIA

Regulation of Truck and Stage Traffic Provided for in Program.

A uniform motor vehicle law, providing for the operation of capacity loads on trucks, general promotion of motor truck and motor stage traffic, and the safeguarding and preservation of the highways, will be sought through an initiative measure on the ballot at the November general election by the California Motor Transport Association, of which Fred Mott, of Fresno, is secretary.

of amendments to the present motor vehicle act.

The platform is summarized by Mott as follows:

A uniform State vehicle law controlling weight, tire and other operating conditions, as well as uniform tax and the classification of existing highways throughout the State.

Extension of police powers to enforce such a law to the California State highway commission and to all those charged with the maintenance of roads.

That the weight limit of truck and load for four-wheeled vehicles be 24,000 pounds; for six-wheeled vehicles with three axles, 32,000 pounds; and for truck, four-wheeled trailer and loads, total gross weight of 42,000 pounds.

That the license, or tax, on motor trucks be increased not to exceed 100 per cent of the present amount, in lieu of any other motor vehicle tax, and that those operating as common carriers and enjoying a special privilege, should pay an increased tax of not to exceed 100 per cent over and above this amount, together with an increased tax on passenger motor vehicles of not to exceed 100 per cent.

That measures for public safety, such as proper lighting, signaling, devices and connections for trailers be incorporated in this law.

That the penalty include a clause making a jail sentence obligatory, in the case of a habitual offender.

DOWNTOWN CHEVROLET SERVICE AVAILABLE

With the appointment of the Geo. C. Rice Auto Co. by the Barry-Pate Motor Company as subdealer for Chevrolet cars in Washington, the local stand of this popular motor car is materially strengthened.

The Rice company will handle the Chevrolet in conjunction with the Stearns-Knight. The company's spacious building at 1327 H street northwest, is admirably located for downtown service, and needless to say this service will be efficient as the Rice Company has long borne a reputation for automotive service prompt and complete.

W. S. Carr, sales manager for this firm will stage a special showing of Chevrolet cars this week.

In placing the Chevrolet with the Rice Company, the Barry-Pate Company adds a strong unit to an exceptional dealer organization.

A motorist should never attempt to pass two other vehicles which are in the act of passing each other. They have the right of way while so doing.

13 Times Across The Continent

RAY McNAMARA'S

Tips for Summer Trips

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By RAY McNAMARA.

A few weeks ago we discussed at length what constitutes good braking efficiency. We all should be familiar with the fact that brakes must be in good condition to make a dead stop from twenty miles per hour in twenty feet. At thirty-five miles per hour it requires approximately three feet per mile hour of speed or 105 feet to make a dead stop, and at fifty miles per hour 200 feet or four feet per mile of speed. This, of course, varies according to weight of cars, tread of tires and surface of roads. However, familiarize yourself with your braking efficiency and learn to judge distance. A good driver should be able to drive safely with poor brakes, for if he knows how to judge distance, he will start to slow up quicker for obstacles in traffic. If brakes are very poor, of course, he will drive at reduced speeds and take no chances.

Ninety-nine per cent of automobile accidents can be avoided by careful driving. This is a positive fact. Perhaps the only real excusable accident is the one that happens when some vital part breaks in connection with the steering gear, wheels or axles, and most breakage of this nature results from careless driving.

A large majority of accidents happen at high speed. High speed does not always mean forty or fifty miles per hour. Twenty miles per hour is considered high speed under certain traffic conditions. For instance, the majority of intersecting streets in any average city usually run from thirty-six to fifty feet of pavement. To approach intersections at twenty miles per hour is not so dangerous providing the buildings set back from the curb, but in the case of buildings extending up to the sidewalk, you can readily see the dangers of accident when a car approaches suddenly from right when we know it takes forty feet to make a stop if brakes are in good condition. Therefore, twenty miles per hour can be considered high speed in this case.

In touring through the country, there are many dangerous roads. You may be bowling along over a good twenty or thirty-foot paved road at high speed. If you have a clear view of cross roads twenty-five to thirty-five miles per hour is not unreasonable at the crossing. However, suppose the barn, house, orchard or hedge extends right up to the property line. Then it would be unsafe to travel twenty miles per hour at the cross road. Always remember that the fellow traveling on the road to the left or right of you may at anytime assume the right of way, so in order to avoid accidents you must have your car under control at all times.

Probably one of the greatest dangers met with in touring or in the city for that matter, is the grade crossing, either trolley or steam roads. In both cases, you have the heaviest form of vehicle to contend with which is quite a disadvantage. You know they have the right of way, and you are sure to be anywhere from 30 to 40 M. P. H. Not a chance in the world if you meet one, and yet you will see some drivers crossing railroads without looking in either direction, trusting a flag man or a warning signal. In some cases, drivers become excited at the approach of a train and choke their motors right in the path of danger. How much easier it would be to watch for danger at the sign of Stop, Look and Listen.

All railroad crossings are dangerous, even though they have flagmen or gatemen. These fellows are all human and make mistakes as is constantly evident from the daily papers. Therefore, first make sure that the road is clear in both directions. When a grade leads up to a crossing get into second speed or low speed, if the grade is very steep. If the tracks are rough get into second speed. In this way you are not so liable to choke your motor in emergencies. If you do choke your motor and it does not start readily, drive off the tracks with the starting motor. Do not under all circumstances park on the steel right of way for a moment.

All accidents at railroad crossings can be avoided if motorists will keep a clear mind as well as a clear view, and if you don't have a clear view send some one ahead.

Perhaps the most dangerous railroad crossings I ever saw is on the Lincoln highway crossing the Sierra Nevada mountains in California along the line of the Southern Pacific railroad. On account of the heavy winter snow fall it is necessary for the trains to run through forty miles of wooden snow sheds. You can appreciate the extent of the snow fall when I tell you that in crossing this range the last week in June of this year, I spent three hours crossing a snow drift six feet deep and a little farther on I passed through one that had been cut out by the road workers with walls fifteen feet high, barely enough room for a car to pass through. However, getting back to the dangers of grade crossing, the trail cuts through the snow shed over the railroad, I believe, twice. It is absolutely impossible to see a train except through the opening provided for vehicular traffic, being alone it was necessary for me to stop and go ahead on foot to do the looking and listening, and I did it even though I was in a great hurry.

Very often grade crossings loom up suddenly after rounding curves in the highway or coming down hills. Remember that 100 per cent brakes will not save you in a case like this, so keep your car under control all the time. Practice judging distance and brake stops. This is more important when touring because you are on strange roads.

PUBLIC LIKES NEW CHESTERFIELD CAR

In the continuous effort to offer the motoring public something new, something tried, and something that will appeal to the most discriminating car buyer, the Cleveland factory has produced in the Chesterfield an automobile to meet the most exacting specifications, according to C. H. Warrington, Cleveland and Chandler distributor.

With low hung, long, lithe lines, suggestive of speed and the open road; finished in a rich beige brown, with a graceful khaki top, and upholstered in beautiful Spanish leather, the new Chesterfield looks like a car of twice its price," he says. "Aluminum trunk guards grace the rear of the body, while a durable trunk rack of the same metal, behind which is mounted an extra wheel, lends a rakish touch to the rear appearance of the car. It has distinctive aluminum steps, individual fenders, nickled radiator, drum-shaped headlights with duplicate style in cowl lights."

Big Used Car Sale Sets Record

The Sterrett & Fleming Company has again proven that used cars of quality, fairly priced find a ready market. The second large used car sale staged by this progressive firm this season was a complete success, according to Manager Waters, who, with his efficient sales organization has set a used car sales record.

Mr. Waters accredits much of the success of this last sale to the fact that all of the cars offered during the three-day period were in excellent condition and ready to go. All of the cars sold were trade-ins on Wills Sainte Claire and Hupmobile models, for which the Sterrett & Fleming Company is distributor.

Every car sold carried the company's standard thirty-day guarantee, which is a particularly liberal one, assuring purchasers of substantial service from any car purchased.

Use for Newspapers.
When inserting a tube into the casing, keep the tube away from dirt or sand. If it is necessary to work on the ground, spread a newspaper down when replacing the tube.

Danger Points on Highways.
Wet asphalt.
Sharp curves.
Pedestrians and children.
Cross-roads and railroads.
Cars that flash blinding headlights.

Cause of Lost Power.
A worn condition of the different working parts of the motor is one of the principal reasons for lost power, because the explosive force partially escapes before the exhaust valve naturally opens.

Now Ready to Serve You Better



THE DOWNTOWN STATION FOR THE BUSY MOTORIST

Extensive improvements, including construction of large tile canopy, the addition of gasoline and oil pumps, widened driveways and other innovations aimed to expedite our service, now completed, place this station in splendid position to serve the busy public.

At Tenth and E streets northwest, right in the heart of the downtown section, this filling station and accessory store is in convenient location for the greatest number. Time-saving, free crank case service, washing and polishing, oiling and greasing.

Special Sale of High Grade Tires

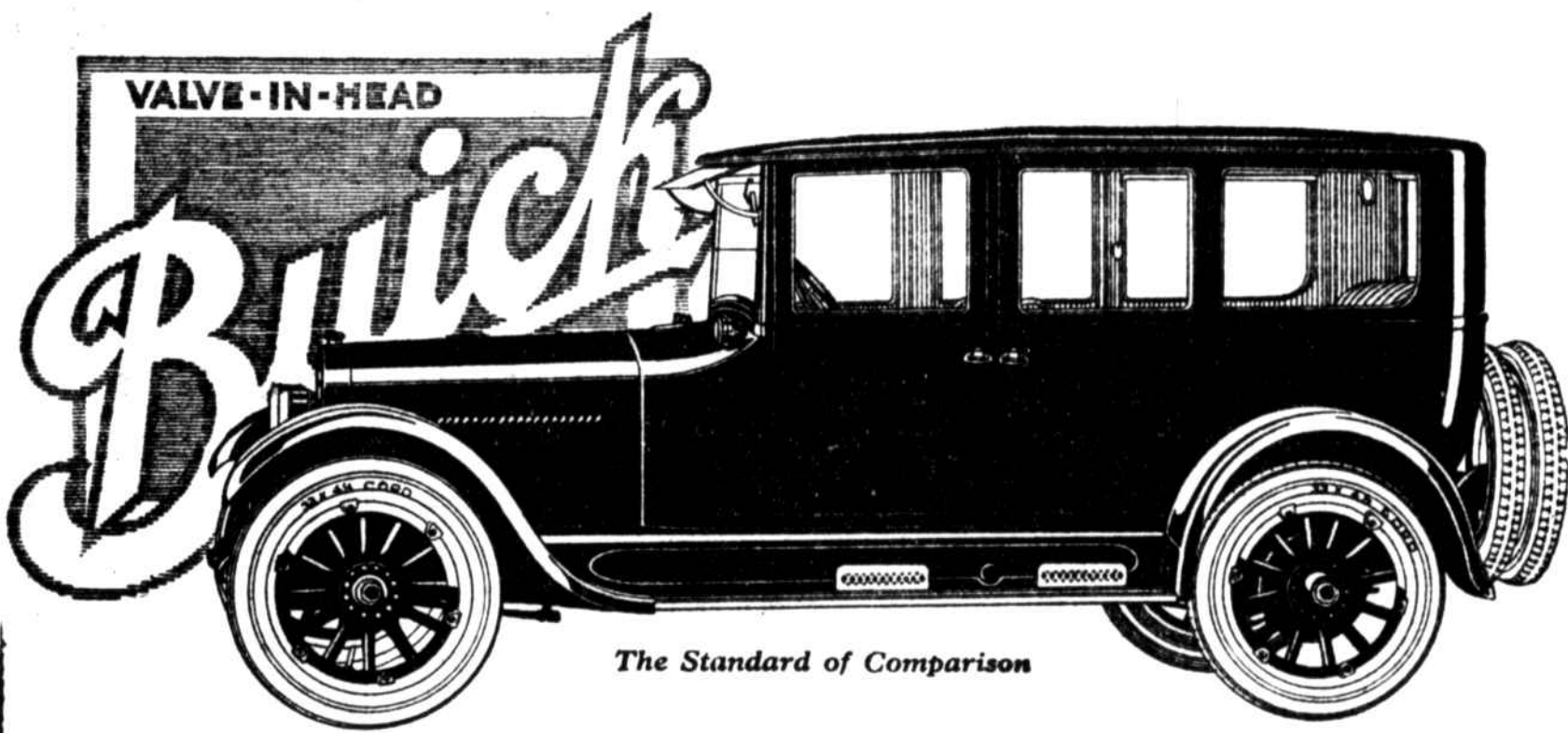
		Reg. Price	Sale Price
30 x 3	Non-Skid	\$10.25	\$8.15
30 x 3 1/2	Non-Skid	\$13.00	\$9.50
32 x 3 1/2	Non-Skid	\$16.30	\$13.00
31 x 4	Non-Skid	\$20.65	\$14.75
32 x 4	Non-Skid	\$21.20	\$15.25
33 x 4	Non-Skid	\$22.35	\$16.00
34 x 4	Non-Skid	\$22.85	\$16.50

All of EXTRA PLY Construction, STANDARD MAKES and REAL BARGAINS at These PRICES. DON'T OVERLOOK THIS SALE IF IN NEED OF TIRES.

Try This Station the Next Time You Buy Gas

AUTOMOTIVE ACCESSORIES CO.

Northeast Cor. 10th & E Sts. N.W. Henry J. Sterzer, Mgr. Main 413



The Standard of Comparison

Closed Car Luxury Unsurpassed

The 1923 Six Cylinder Seven Passenger Sedan—\$2195

A dignified beauty and richness unexcelled by any closed car mark the new Buick seven passenger sedan.

Lengthening the body, lowering the top and raising both hood and radiator have improved the streamline appearance made possible by the long wheel base, and added attractiveness has been given by the handsome nickled drum-type head and cowl lamps.

The roomy Fisher built body is furnished in rich plush. Deep cushioned seats for five with

two comfortable folding chairs accommodate seven grown persons with ample room for everyone.

The chassis has been improved materially and its easy riding qualities heightened by a new rear spring suspension. In the famous Buick Valve-in-Head engine changes also have been made to increase its dependable performance.

In every detail of body, chassis and power plant, this Sedan has no superiors among closed cars of even greater price.

BUICK MOTOR COMPANY, FLINT, MICHIGAN

Division of General Motors Corporation

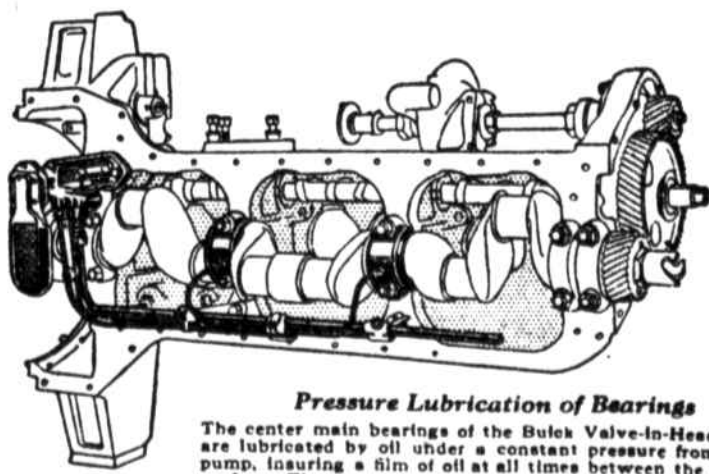
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Pioneer Builders of Valve-in-Head Motor Cars

Branches in all Principal Cities—Dealers Everywhere

The Buick Line for 1923 Comprises Fourteen Models:

Fours—1 Pass. Roadster, \$865; 5 Pass. Touring, \$885; 3 Pass. Coupe, \$1175; 5 Pass. Sedan, \$1395; 5 Pass. Touring Sedan, \$1325. Sixes—2 Pass. Roadster, \$1175; 5 Pass. Touring, \$1195; 5 Pass. Sedan, \$1985; 4 Pass. Coupe, \$1895; 7 Pass. Touring, \$1435; 7 Pass. Sedan, \$2195; Sport Roadster, \$1625; Sport Touring, \$1675. Prices f. o. b. Buick factories. Ask about the G. M. A. C. Purchase Plan, which provides for Deferred Payments.



Pressure Lubrication of Bearings

The center main bearings of the Buick Valve-in-Head engine are lubricated by oil under a constant pressure from a gear pump, insuring a film of oil at all times between the wearing surfaces. The pump also forces a volume of oil directly into the crank case at each connecting rod pocket making certain perfect lubrication of these bearings also.

BUICK MOTOR COMPANY, WASHINGTON BRANCH

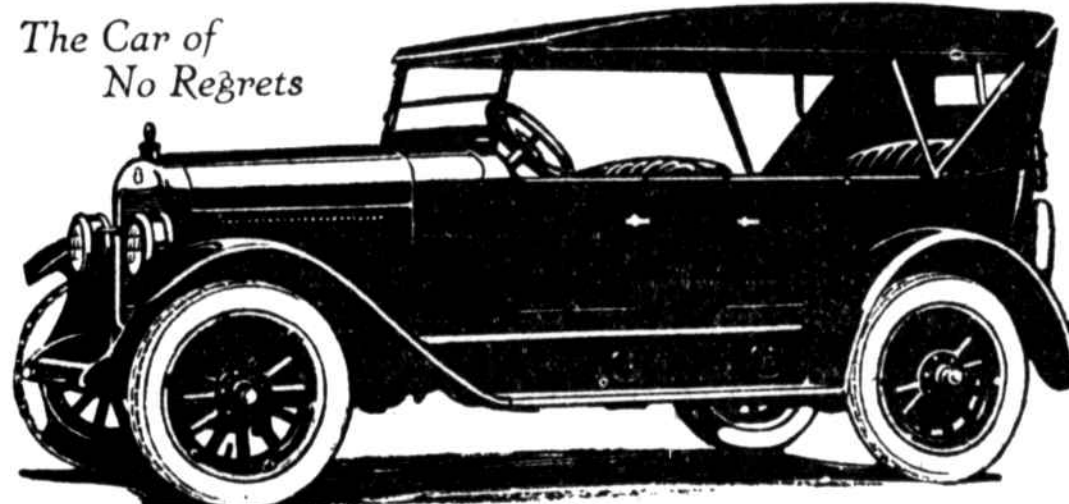
FOURTEENTH AND L STREETS N. W.

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1620 M Street N. W.
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1015 Fourteenth Street N. W.
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When better automobiles are built, Buick will build them



The Car of No Regrets

Power—Lots Of It

Step into the driver's place in this marvelous car.

Ask for speed and it responds at a pace few cars can equal.

Ask for power. And high hills seem flattened by magic.

Ask it to creep through traffic and it quiets smoothly down to the laggard pace of a horse-drawn truck.

An opening shows—or the officer's signal. And it is away ahead of the crowd with a dash that is thrilling.

The King is the eight at its best and at a price much lower than asked for other high quality eights.

Come see the King—Ride in it—Drive it if you will—Then judge for yourself.

Compare These Prices

Touring	\$1795	Sportster	\$1995
Foursome	\$1795	Coupe	\$2400
Roadster	\$1795	Sedan	\$2550

POWELL MOTOR CO.

DISTRIBUTOR

SALES AND SERVICE

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